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RAPID TRANSIT PROJECT 2000 LTD.

ANNUAL REPORT

Fiscal 2002/2003

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Message from the Chair

The year 2003 marked the realization of our vision for an enhanced transit system for Greater Vancouver.

I am filled with a great sense of pride when I travel along the Millennium Line as it joins New Westminster and Burnaby to Vancouver while highlighting the Sapperton Foreshore Park and encompassing the Lougheed Highway corridor.

The state-of-the-art vehicles, guideway, and stations are all testaments to the ingenuity of British Columbians.

The Millennium Line represents the Lower Mainland's dedication to creating more efficient and environmentally sound commuting alternatives while opening up principal gateways for trade.

I hope the Millennium Line continues to inspire the residents of the Lower Mainland to get out of their vehicles and ride through the sky.

~ Dan Doyle

Message from the President & Project Director

A major milestone - the design and construction of the Millennium Line - was achieved in August 2002. Phase II of the Millennium Line to Commercial Station was handed over to TransLink on August 21, 2002 and put into revenue service on August 31, 2002.

The Millennium Line, its stations, its Mark II Vehicles, and its electrical and mechanical propulsion and automatic train control systems have performed consistently well to the satisfaction of thousands of daily riders. In fact, the Millennium Line set a world precedent when its entire fleet was operational during peak revenue service.

The Millennium Line is already fulfilling its promise as an engine of economic activity in the Greater Vancouver Region as residential and commercial development progresses along its route.

The RTP 2000 Project Team are justifiably proud of their achievements to date, and are pleased that their ingenuity and dedication continues to be recognized by others. During the year, RTP 2000 received the following awards:

- Institute of Transportation Engineers' Project of the Year Award
- Canadian Institute of Steel Construction's awards for Commercial and Brentwood Stations
- Consulting Engineers of British Columbia's awards for Project Management, Engineering Excellence, and Building Engineering Excellence

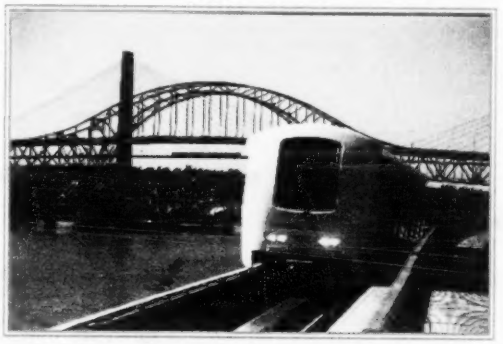
RTP 2000 is looking forward to completing two remaining significant components of construction – the Lake City Station that RTP 2000 is building for TransLink and the Vancouver Community College Station and tail track guideway.

Lake City Station is scheduled to open in fall 2003. Construction of VCC Station is scheduled for completion in early 2006. The construction of the VCC Station and tail track guideway will be financed with funds previously identified in the originally approved budget for the Millennium Line.

RTP 2000 continues to forecast a significant under-expenditure of its total budget.

Finally, it is rewarding to note that RTP 2000's robust management systems that facilitated this project's success are being replicated by other publicly funded major capital infrastructure projects.

~ Colin E. Smith, P.Eng.



CORPORATE PROFILE

Mission

Rapid Transit Project 2000 Ltd. is a provincially held limited company incorporated under the *BC Company Act*. RTP 2000's mandate is to:

- Design and construct the Millennium Line;
- Implement the terms of the memorandum of understanding between Bombardier and the Province;
- Participate in cost sharing negotiations between the Province and TransLink; and
- Undertake studies to determine the feasibility, acceptability, cost, implementation options, and financing strategies for lines to Vancouver West and Port Moody-Coquitlam.

RTP 2000's financial management is governed by the *Financial Administration Act, Financial Information Act,* and a fiscal agency agreement with the Ministry of Finance. A comprehensive protocol agreement defines RTP 2000's corporate relationship with the provincial government, including Board authority in respect of material decisions and reporting requirements.

The *BC Transit Amendment* Act and a previous agency agreement with BC Transit grants RTP 2000 the powers under the *BC Transit Act* to determine the alignment for the SkyTrain extension and acquire the property rights for the statutory right-of-way.

Minister Responsible

Honourable Judith Reid, Minister of Transportation

Board of Directors

RTP 2000 is led by a three-member board of directors.

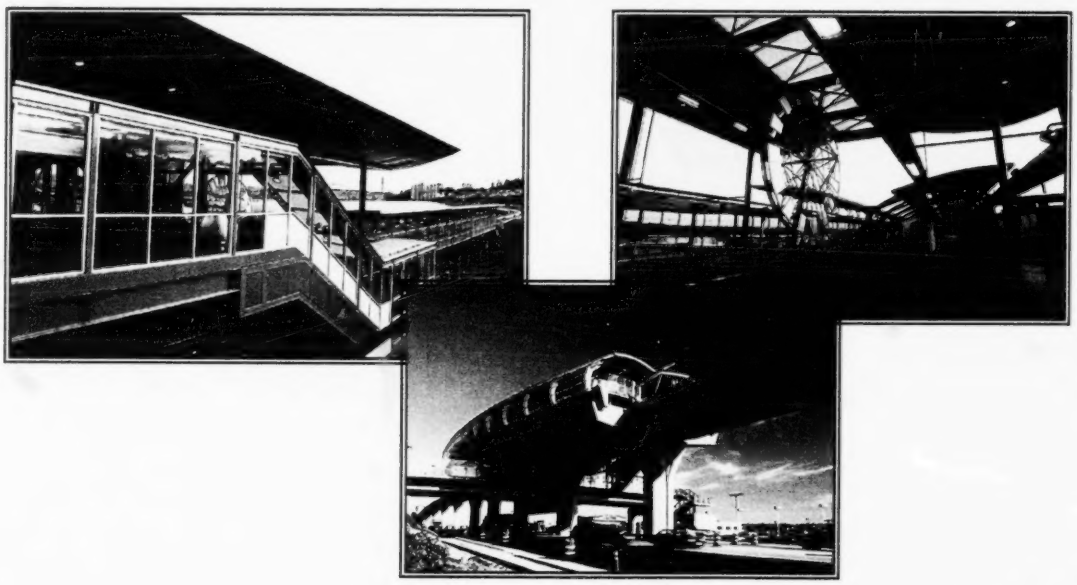
- Dan Doyle, RTP 2000 Board Chair – Deputy Minister of Transportation
- Paul Taylor – RTP 2000 Audit Committee Chair - Deputy Minister of Finance & Secretary to Treasury Board
- Colin Smith – RTP 2000 President and Project Director

RTP 2000's management reports regularly to the board regarding financial matters, system engineering and design, public consultation, and environmental matters.

Executive Group

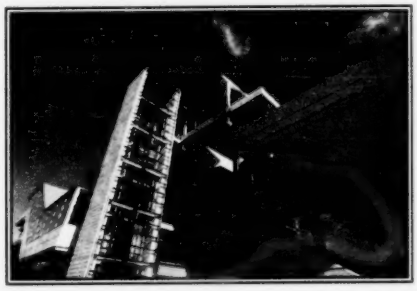
RTP 2000 is led by a team of executives with extensive experience in planning, designing, building, and operating various transit and transportation projects within Canada and overseas. The executive group includes:

- Colin Smith, P.Eng. – President and Project Director
- Krista Freeman, CGA – Chief Financial Officer
- Margaret McInnes - Corporate Secretary
- Meiric Preece, P.Eng. – Engineering Manager



THE YEAR IN REVIEW

In the past year, the project advanced considerably as Rapid Transit Project 2000 worked toward completing the Millennium Line on schedule and significantly under budget.



System Hand Over

- Phase II of the Millennium Line (Braid Station to Commercial Station via Lougheed Town Centre Station) was handed over to the operator, British Columbia Rapid Transit Company (BCRTC), on August 21, 2002. Phase II was put into revenue service by BCRTC on August 31, 2002.

- MKII cars were successfully integrated onto the existing system. Thirty MKII trains (60 vehicles) are currently providing revenue service.

Millennium Line Construction

- Construction was completed at eleven stations along the Millennium Line.

- Bombardier completed the installation of electrical and mechanical systems, including running rails, power rails, linear induction motor rails, and automatic train controls.

- Construction of the Lake City Station began in late 2002. The station, which will be built and operational by fall 2003, will be funded in part by the MIF ($4.8 million) and in part by TransLink ($11.7 million).

Start-Up

- Costs associated with TransLink's initiation of revenue service on the Millennium Line are being funded in part by the Province (up to $9.7 million). Included within this funding are RTP 2000's costs related to the acquisition of spare parts and manuals.

Municipal Integration Fund (MIF)

The purpose of this fund is to provide ancillary amenities along the Millennium Line. It is co-funded by the Province and TransLink (on behalf of the cities of Vancouver, Burnaby, and New Westminster).

- Construction of the Grandview Cut Greenway, a 1,200-metre parkway from Broadway to Slocan was completed in spring 2003. The greenway enhances and expands green space while preserving wildlife habitat values in and around the Grandview Cut.

VCC Station Deferral

- Approval to proceed with the construction of VCC Station and its associated tail track guideway was received in spring 2003. The station is scheduled for completion in early 2006.

Project Close-Out

- RTP 2000 prepared a comprehensive closeout plan detailing outstanding project tasks.

- RTP 2000 consolidated its offices in September 2002 and has been continuously downsizing its staff as the project nears completion.

Closed Projects

- RTP 2000 closed the following projects after completing its approved scope of work:

    - Development of a preliminary determination of the scope, alignment, station locations, budget, and schedule for the proposed Lougheed Mall to Coquitlam and VCC to Arbutus lines;

    - Construction of the Coquitlam Pre-Build; and

    - Cost sharing negotiations between the Province and TransLink.

MANAGEMENT DISCUSSION

In May 1998, the provincial government approved a budget of $1.1665 billion to plan, design, and build a new SkyTrain line (the Millennium Line) from New Westminster's Columbia Station to Vancouver Community College's King Edward Campus (VCC). Subsequently, five other related projects were approved:

- Lougheed Mall to Coquitlam definition phase ($6.8 million)
- VCC to Arbutus definition phase ($4.2 million)
- Negotiations ($1.7 million)
- Coquitlam pre-build ($29.3 million)
- Expo Line upgrades ($94 million)
- Municipal Integration Fund (MIF) ($35 million)

The Province also financed RTP 2000's acquisition of twenty MKII SkyTrain vehicles for TransLink to use on the existing Expo line. Total costs of about $68 million (including interest) will be recovered in full from TransLink on acceptance of delivery of the vehicles, as will the $94 million for the Expo Line upgrades and $17.5 million for the MIF items upon their completion.

Millennium Line

The Millennium Line's budget includes:

- $833.5 million for direct costs, including the cost of the guideway, stations, operating systems, vehicles, and land.
- $117.3 million for design, management, public consultation, and communications.
- $215.7 million for borrowing costs, taxes, and project contingency.

As of March 31, 2003, project expenditures totaled $1,050.2 million. A further $8.6 million was recorded as commitments, of which $6.3 million was committed contractually.

Other Projects

To March 31, 2003, expenditures on the other projects totaled $146.1 million of the $171.0 million approved.

Total Projects

For fiscal 2002/03, RTP 2000's authorized capital expenditure limit was $126.7 million.

The mitigation of construction related risks, favorable interest rate trends, and the capitalization of interest during construction upon substantial completion of contracts also lessened RTP 2000's need to draw upon its approved capital funding for the year. RTP 2000's remaining project contingency totaled $16.4 million at March 31, 2003.

RTP 2000 is forecasting that each of its approved projects will be completed under budget.

Project Management

During the year, management continued to use a series of initiatives to enhance its integrated scheduling, contract management and financial systems, including:

- Monthly cost reports to enable management and administration at both contract and work breakdown structure levels.
- Quarterly financial reviews by external auditors.
- Quarterly project progress and risk identification reviews by external consultants specializing in management of large transportation capital projects.
- Bi-weekly reviews of project closeout and staffing plans.

In addition, reviews by the Auditor General and the Province's Fiscal Review Panel concluded that RTP 2000 finances are in order and that the project has a reasonable chance to complete substantially within budget.

Financial Statements of

RAPID TRANSIT PROJECT 2000 LTD.

Years ended March 31, 2003 and 2002

AUDITORS' REPORT TO THE SHAREHOLDER

We have audited the balance sheet of Rapid Transit Project 2000 Ltd. as at March 31, 2003 and the statements of operations and cash flows for the year then ended. These financial statements are the responsibility of the Company's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In our opinion, these financial statements present fairly, in all material respects, the financial position of the Company as at March 31, 2003 and the results of its operations and its cash flows for the year then ended in accordance with Canadian generally accepted accounting principles. As required by Company Act (British Columbia), we report that, in our opinion, these principles have been applied on a basis consistent with that of the preceding year.

Chartered Accountants

New Westminster, Canada
May 9, 2003

RAPID TRANSIT PROJECT 2000 LTD.

Balance Sheets

March 31, 2003 and 2002

	2003	2002
Assets		
Cash	$ 2,532,266	$ 546,238
Accounts receivable	2,510,147	5,175,149
Due from related parties (note 6)	431,560	560,463
Due from Greater Vancouver Transportation Authority (note 3)	5,827,557	39,420,610
Goods and Services Tax receivable	473,103	175,739
Capital assets (note 4)	1,008,066,283	1,008,334,627
Deferred charges (note 5)	2,097,571	11,516,704
Deposits and interest accrued on behalf of Greater Vancouver Transport Authority for vehicles to be transferred	-	14,188,680
	$ 1,021,938,487	$ 1,079,918,210
Liabilities and Share Capital		
Accounts payable and accrued liabilities	$ 9,741,942	$ 18,654,099
Due to related parties (note 6)	54,534	916,647
Lien holdbacks	208,236	4,409,005
Fiscal agency loan (note 7)	3,518,133	47,109,341
Deferred capital and pre-operating contributions (note 8)	919,519,530	920,805,599
Accrued interest on deferred capital and pre-operating contributions	88,896,111	88,023,518
Share capital (note 9)	1	1
	$ 1,021,938,487	$ 1,079,918,210

Commitments and contingencies (note 10)

See accompanying notes to financial statements.

Approved on behalf of the Board:

Director

Director

RAPID TRANSIT PROJECT 2000 LTD.

Statements of Operations

Years ended March 31, 2003 and 2002

	2003	2002
Revenue:		
Amortization of deferred capital and pre-operating contributions	$ 59,597,248	$ 31,025,301
Expenses:		
Amortization of capital assets	46,827,967	1,490,762
Amortization of deferred charges	12,769,281	29,534,539
	59,597,248	31,025,301
Net earnings	$ -	$ -

See accompanying notes to financial statements.

RAPID TRANSIT PROJECT 2000 LTD.

Statements of Cash Flows

Years ended March 31, 2003 and 2002

	2003	2002
Cash provided by (used in):		
Operations:		
Net earnings	$ -	$ -
Non-cash items:		
Amortization of deferred capital and pre-operating contributions	(59,597,248)	(31,025,301)
Amortization of capital assets	46,827,967	1,490,762
Amortization of deferred charges	12,769,281	29,534,539
	-	-
Investments:		
Capital assets additions	(46,559,623)	(209,622,261)
Increase in deferred charges	(3,350,148)	(6,536,973)
Decrease in deposits and interest accrued on behalf of GVTA	14,188,680	48,563,989
	(35,721,091)	(167,595,245)
Financing:		
Decrease (increase) in accounts receivable	2,665,002	(3,865,417)
Decrease (increase) in due from related parties	128,903	(560,463)
Decrease (increase) in GST receivable	(297,364)	23,927,664
Decrease in due from GVTA	33,593,053	20,939,184
Decrease in accounts payable and accrued liabilities	(8,912,157)	(6,102,168)
Increase (decrease) in due to related parties	(862,113)	259,813
Decrease in lien holdbacks	(4,200,769)	(3,073,090)
Increase in fiscal agency loan	13,831,174	17,798,938
Repayments of fiscal agency loan	(57,422,382)	(84,516,168)
Increase in deferred capital and pre-operating contributions	58,311,179	174,262,906
Increase in accrued interest on deferred capital and pre-operating contributions	872,593	25,881,815
	37,707,119	164,953,014
Increase (decrease) in cash	1,986,028	(2,642,231)
Cash, beginning of year	546,238	3,188,469
Cash, end of year	$ 2,532,266	$ 546,238

See accompanying notes to financial statements.

RAPID TRANSIT PROJECT 2000 LTD.

Notes to Financial Statements

Years ended March 31, 2003 and 2002

1. Rapid Transit Project 2000 Ltd.:

Rapid Transit Project 2000 Ltd. (the "Company") was incorporated under the laws of British Columbia. The Company is exempt from income taxes under the Income Tax Act as it is wholly owned by the Province of British Columbia (the "Province").

Based on the Protocol Agreement with the Province, as represented by the Minister of Finance and the Minister Responsible for Transit, the Company was incorporated to carry out the study, design, construction and development of a Rail Transit System (the "SkyTrain Extension") approved by the Province. In this capacity, the Company acts as an agent for the Province and conducts its activities in a manner consistent with general financial and management policies approved by the Treasury Board and the Province's Policy Framework for Crown Entrepreneurial Activities. Ongoing funding, banking, borrowing and investing activities related to the Project are carried out in accordance with applicable agreements between the Company and Provincial Treasury.

Effective January 7, 2002, Phase I of the Millennium Line (the "Line") was placed into revenue service under an interim use agreement by British Columbia Rapid Transit Company Ltd. ("BCRTC"), a subsidiary of the Greater Vancouver Transportation Authority ("GVTA"). Phase II of the Line was placed into revenue service on September 1, 2002 by BCRTC under a separate interim use agreement. Currently the Company is negotiating a long-term agreement for use of the Line with the GVTA.

2. Significant accounting policies:

(a) Basis of presentation:

Costs associated with the construction of the SkyTrain Extension are capitalized on the accrual basis to either capital assets or deferred charges.

(b) Capital assets:

SkyTrain Extension construction costs are recorded at cost including interest during construction. Amortization is charged upon commencement of revenue service operations over the estimated service life using the following methods and annual rates:

Asset	Basis	Rate
Computer software	Straight-line	3 years
SkyTrain extension	Straight-line	40 years
Vehicles	Straight-line	25 years

2. Significant accounting policies (continued):

(c) Deferred charges:

Deferred charges consist of pre-operating costs which include costs incurred during the design and definitions stage but before construction of specific segments of the Skytrain Extension.

Pre-operating costs relating to the construction of the Skytrain Extension are deferred until the related assets are ready for revenue service at which time the costs are charged to operations. Deferred costs relating to a definition stage are deferred until the project is approved.

If a project in relation to a definition stage does not receive approval for construction by the Treasury Board, any related deferred costs are charged to operations when ordered for closure.

(d) Deferred capital and pre-operating contributions:

The Company is following the deferred method of accounting for contributions. Accordingly, capital and pre-operating contributions from the Ministry of Finance are recognized as revenue in the year in which the related expenditures are recognized. Contributions for the construction of capital assets are deferred and amortized into revenue on a straight-line basis, at a rate corresponding with the amortization rate for the related capital assets.

(e) Use of estimates:

The preparation of financial statements in conformity with Canadian generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements. Significant areas requiring the use of management estimates relate to the provision for accrued liabilities, contingencies and the amortization of capital assets, deferred charges, and deferred capital and pre-operating contributions. Actual results could differ from these estimates.

3. Due from Greater Vancouver Transportation Authority:

	2003	2002
Municipal Integration Fund:		
Costs receivable	$ 1,553,904	$ 602,892
GST receivable	108,773	42,202
	1,662,677	645,094
Systems Upgrades:		
Costs receivable	748,440	4,269,653
GST receivable	52,391	231,792
	800,831	4,501,445
Lake City Project Management:		
Costs receivable	59,614	-
GST receivable	4,173	-
	63,787	-
Vehicles delivered:		
Costs receivable	3,084,357	32,031,842
GST receivable	215,905	2,242,229
	3,300,262	34,274,071
Total	$ 5,827,557	$ 39,420,610

The amounts due from GVTA are non-interest bearing and due on demand.

4. Capital assets:

			2003	2002
	Cost	Accumulated amortization	Net book value	Net book value
Construction-in-progress ("CIP") (schedule)	$ -	$ -	$ -	$ 172,573,794
Land under CIP	-	-	-	2,466,972
Completed construction (schedule)	1,025,248,339	48,318,729	976,929,610	805,911,377
Land in use	31,136,673	-	31,136,673	27,382,484
Computer software	736,913	736,913	-	-
	$ 1,057,121,925	$ 49,055,642	$ 1,008,066,283	$1,008,334,627

4. Capital assets (continued):

Included within capital assets is $19.2 million of land, which was expropriated under the Expropriation Act and has been registered in the name of BC Transit. A number of previous owners of expropriated land have challenged the expropriated value. Any difference between the amounts paid and subsequently reassessed will be recorded in the period of reassessment. The balance of the land, $9.5 million, is registered in the Company's name.

Completed construction includes other project costs consisting of municipal integration costs, systems updates to the current SkyTrain system and to the Operations and Maintenance Centre to accommodate the new Mark II vehicles, and funds advanced by the Company for a Provincially approved pre-build of a connection at Lougheed Town Centre Station for the future Port Moody-Coquitlam Line. The Company is entitled to receive reimbursement from the GVTA of up to $17.5 million for 50% of the Municipal Integration Fund costs and up to $86.8 million for 100% of the system upgrades costs. The Province is advancing funding against the Coquitlam Extension against an approved value of $29.3 million.

As at March 31, 2003, the Company has $4.0 million remaining to be recovered for the Municipal Integration Fund and up to $7.1 million remaining to be recovered for the systems upgrades.

Included within construction-in-progress are management estimates of liabilities which may result from negotiations with contractors relating to contract changes.

The Company has a $4.6 million letter of financial security from Bombardier relating to the Electrical and Mechanical contract.

5. Deferred charges:

Costs incurred to date	2003	2002
Insurance	$ 744,924	$ 744,924
Amortization	736,913	736,913
Communications	5,594,023	5,561,080
Business development	4,156,116	4,057,516
Finance and administration	16,937,767	15,224,515
Definition phases	8,482,649	7,859,464
Taxes	914,367	816,084
Other	6,834,632	6,050,747
	44,401,391	41,051,243
Accumulated amortization of deferred charges relating to assets ready for revenue service	42,303,820	29,534,539
	$ 2,097,571	$ 11,516,704

6. Related party transactions:

The following table summarizes the Company's related party transactions during the period:

	2003	2002
Ministry of Finance	$ 183,580	$ 278,049
BC Transit	-	547,838
BC Transportation Financing Authority	11,388	104,000
Highway Constuctors Limited	-	1,321,834

These transactions, which are with common-controlled enterprises, are in the normal course of operations and are measured at the exchange amount, which is the amount of consideration established and agreed to by the related parties.

The following amounts represent balances outstanding as at March 31, 2003 with related parties:

	2003	2002
Due from:		
BC Transportation Financing Authority	$ 431,560	$ 560,463
Due to:		
BC Transit	$ -	$ -
BC Transportation Financing Authority	-	27,630
Ministry of Finance	54,534	48,676
Highway Constructors Limited	-	840,341
	$ 54,534	$ 916,647

The amount due from a related party is due on demand and has arisen from reimbursement of costs related to start up and Provincial negotiator activities. The amounts due to related parties are due on demand and have arisen from the secondment of staff.

7. Fiscal agency loan:

The fiscal agency loan represents monies borrowed from the Ministry of Finance to make deposits on 20 new Mark II SkyTrain vehicles and for upgrades to the existing system. The fiscal agency loan is unsecured and comprises a series of short-term discounted notes which have been continually rolled over. The notes bear interest at 2.7%. The fiscal agency loan will be repaid as funding is received from the GVTA.

8. Deferred capital and pre-operating contributions:

Deferred capital and pre-operating contributions are comprised of funding received as non-repayable Prepaid Capital Advances ("PCAs") from the Ministry of Finance for the design, planning and construction of the SkyTrain Extension and the related pre-operating costs. The deferred capital and pre-operating contributions have been funded by the Ministry of Finance by way of short-term notes and long-term notes. Attributed interest for the short-term notes is capitalized by the Province and added to the total of PCAs contributed by the Province to the Company. Attributed interest on the long-term notes is capitalized by the Province semi-annually and is added to the total PCAs contributed by the Province to the Company.

Borrowings incurred by the Province to fund the deferred capital and pre-operating contributions of the project are as follows:

	2003	2002
Short-term discounted notes	$ 4,500,770	$ 8,119,579
Long-term notes	1,022,742,946	960,450,841
Interest reinvestment (included in accrued interest on deferred capital and pre-operating contributions)	(17,101,638)	(16,739,520)
Amortization of deferred capital and pre-operating contributions	(90,622,548)	(31,025,301)
	$ 919,519,530	$ 920,805,599

The short-term discounted notes have been continually rolled over. Interest during construction is attributed to these notes by the Province at rates approximating 2.75%.

8. Deferred capital and pre-operating contributions (continued):

Long-term notes of the Province have the following terms:

Amount	Rate	Maturity date
Fixed rate notes:		
$ 54,885,768	6.31%	August 23, 2024
109,995,184	6.52%	June 18, 2029
139,739,146	6.52%	June 18, 2029
16,397,160	6.38%	January 9, 2012
50,221,592	6.31%	August 23,2010
78,303,103	6.34%	August 23,2010
39,923,808	6.62%	August 23, 2010
30,007,732	6.33%	April 10, 2021
25,964,245	6.40%	September 10, 2021
56,999,026	5.25%	December 1, 2006
28,312,923	4.63%	October 3, 2006
80,595,675	5.70%	June 1, 2007
Floating rate notes:		
136,732,185	5.96%	June 9, 2008
100,066,707	5.49%	February 8, 2005
34,935,553	5.25%	December 20, 2007
27,374,239	3.24%	June 12, 2007
12,288,900	5.49%	February 8, 2005
$1,022,760,633		

9. Share capital:

The Company has authorized and issued one common share without par value to Her Majesty the Queen in right of the Province of British Columbia.

10. Commitments and contingencies:

(a) Operating lease commitments:

The Company is committed to payments under operating leases as follows:

	2003	2002
2004	$ 49,000	$ 11,000

10. Commitments and contingencies (continued):

(b) Capital commitments:

As at March 31, 2003, the Company is committed, under a contract with Bombardier, to a further $2.7 million of expenditures relating to the purchase of SkyTrain vehicles.

(c) Construction-in-progress and deferred charges:

As at March 31, 2003, the Company is committed to future capital expenditures of approximately $4.4 million for contracts currently entered into with respect to the SkyTrain Extension.

(d) Bombardier Inc.:

An agreement between the GVTA and Bombardier on an Operations and Maintenance contract was not reached, thus Bombardier elected to sell the Centre for Advanced Transit Systems (the "Centre") on reasonable commercial terms. As at March 31, 2003, the Province has agreed to purchase the Centre on behalf of the Company resulting in no financial consequences to the Company.

(e) Financial security:

The Company has issued three letters of financial security totalling $865,000 to the Government of Canada, Department of Fisheries and Oceans relating to costs for supply and installation of habitat compensation and environmental monitoring at various construction sites which expired December 15, 2001 and were renewed until December 15, 2003.

(f) Contract changes under review:

At year end, there were various contract changes and claims relating to schedule delays under review. The Company has accrued its estimated cost related to these items. Any difference between amounts accrued and eventually paid will be recorded in the period of payment.

(g) Vancouver Community College Station:

On March 24, 2003, the Company's Board of Directors authorized the Company to proceed with the construction of the Vancouver Community College Station and tail-track guideway at an approved budget of $25.5 million. In connection with this construction, the Board authorized the sale of certain surplus land to the City of Vancouver for $2.5 million.

11. Comparative figures:

Certain comparative figures have been reclassified to conform with the financial statement presentation adopted for the current period.

RAPID TRANSIT PROJECT 2000 LTD.

Schedules of Construction-in-Progress

Years ended March 31, 2003 and 2002

Costs incurred to date	2003	2002
SkyTrain Extension:		
Electrical and mechanical systems	$ 232,423,209	$ 220,998,240
Guideway	360,300,253	354,022,435
Stations	99,655,227	91,966,304
Systems wide elements	8,235,400	7,946,042
Deposits on vehicles	107,768,151	103,988,851
Design	25,813,563	24,931,588
Public consultation	4,375,856	4,323,191
Property management	4,602,967	4,136,357
Project controls	10,603,386	8,669,364
Engineering and design management	11,946,559	10,772,003
Construction management	17,159,070	14,947,238
Insurance	4,270,390	4,143,095
Interest	77,511,704	79,305,779
Other	11,159,280	7,501,164
Operations and Maintenance Centre	7,279,646	6,268,903
	983,104,661	943,920,554
Other project costs:		
Municipal Integration Fund:		
Costs	30,523,412	20,712,306
Amounts recovered from GVTA	(13,466,420)	(9,295,608)
Amounts recoverable from GVTA	(1,553,904)	(602,892)
	15,503,088	10,813,806
Systems upgrade:		
Costs	80,456,322	74,014,991
Amounts recovered from GVTA	(79,707,882)	(69,745,338)
Amounts recoverable from GVTA	(748,440)	(4,269,653)
	-	-
Coquitlam Pre-build	26,640,590	25,241,573
	42,143,678	36,055,379
	$ 1,025,248,339	$ 979,975,933
Consists of:		
Construction-in-progress	$ -	$ 172,573,794
Completed construction	1,025,248,339	807,402,439
	$ 1,025,248,339	$ 979,975,933